

IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Original): A driving system of a motor vehicle, comprising:  
a driving power source that generates power;  
a belt-and-pulley type continuously variable transmission that transmits the power received from the driving power source to a drive wheel while changing a first speed of rotation of an input shaft thereof to a second speed of rotation of an output shaft thereof; and  
a speed changing mechanism provided between the driving power source and the continuously variable transmission so as to increase or reduce a speed of rotation of the driving power source during forward running of the vehicle.

Claim 2 (Original): The driving system according to claim 1, wherein the speed changing mechanism comprises at least one planetary gear set, and has a forward-drive/reverse-drive switching function of establishing a selected one of a cut-off mode in which power transmission is cut off, a forward drive mode in which the vehicle runs forward, and a reverse drive mode in which the vehicle runs backward.

Claim 3 (Original): The driving system according to claim 2, wherein:  
the driving power source comprises a diesel engine; and  
the speed changing mechanism transmits the power generated by the diesel engine to the continuously variable transmission while increasing a speed of rotation of the diesel engine during forward running of the vehicle.

Claim 4 (Currently Amended): The driving system according to claim 3, wherein:

~~the belt and pulley type continuously variable transmission is applicable to a driving system of a motor vehicle in which a gasoline engine is installed as the driving power source, and is designed so as to provide appropriate performance when a power of the gasoline engine is transmitted as it is to the continuously variable transmission; and~~

a speed ratio at which the speed changing mechanism changes the speed of rotation of the driving power source is determined so that a maximum torque applied from the diesel engine to the continuously variable transmission is substantially equal to or smaller than a maximum torque applied from a the gasoline engine producing the same power as the diesel engine to the continuously variable transmission.

Claim 5 (Original): The driving system according to claim 1, wherein:

the driving power source comprises a diesel engine; and

the speed changing mechanism transmits the power generated by the diesel engine to the continuously variable transmission while increasing a speed of rotation of the diesel engine during forward running of the vehicle.

Claim 6 (Currently Amended): The driving system according to claim 5, wherein:

~~the belt and pulley type continuously variable transmission is applicable to a driving system of a motor vehicle in which a gasoline engine is installed as the driving power source, and is designed so as to provide appropriate performance when a power of the gasoline engine is transmitted as it is to the continuously variable transmission; and~~

a speed ratio at which the speed changing mechanism changes the speed of rotation of the driving power source is determined so that a maximum torque applied from the diesel engine to the continuously variable transmission is substantially equal to or smaller than a

maximum torque applied from a the gasoline engine producing the same power as the diesel  
engine to the continuously variable transmission.